
SATURDAY, JUNE 20th and 21st.
 PRINCESS UNCLE TOM'S
 CABIN COMPANY.
 J. J. ARCHER.
 R. E. LEWIS.
 Director. Prof. F. HUARDON.
 For the first time in China.
 Mrs. J. BESCHER STOWES.
 Religious Drama in four acts entitled
 "UNCLE TOM'S CABIN."
 Child of Six years. Little Cecilia Brett.
 (A Negro Slave). Mr. R. B. Bewie.
 (A black diamond). Mr. K. Moody.
 (A Slave Daughter). Miss Lily De Vere.
 (A Freedron Slave). Miss Lily De Vere.
 All casts new future advertisements.
 and Ectective Sponsors by Honnors.
 J. J. ARCHER. R. E. LEWIS.
 Hong Kong, 18th June, 1883. [1142]

"YANGTZE,"
D. Casson, will be despatched for the
ports TO-DAY, the 13th instant, at
M.
Freight or Passage, apply to
"SLEMSSEN & Co.
Hong, 13th June, 1888. [1141
KONG, CANTON, AND MACAO
STEAMBOAT COMPANY, LIMITED.
EXCURSION TO MACAO.
"HONAM" will make a Trip to

Class Fare to Macao and back \$2. No
Class.
Excess baggage will be supplied on board, but
Macao Hotel will be prepared to supply
Food and drink to the Excursionists.
Tickets to be purchased at the Company's
Office.
Order,
P. A. DA COSTA,
Secretary.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head-Office, 10, Hongkong, on TUESDAY, the 3rd July, 1893, at FOUR O'CLOCK, in the afternoon, when the Resolutions which shall be presented shall be taken.

held on the 12th day of June, 1893
submitted for confirmation as Special
cons.
Order of the Board,
W. H. RAY,
Secretary.
Hong, 13th June, 1893. [1144]

YONG KONG AND SHANGHAI
BANKING CORPORATION.

Shareholders on the 20,000 Shares, New of this Corporation will fall due on the 1st of January Current in London, Calcutta, Hongkong, Shanghai, and Hongkong. The undersigned Shareholders, entitled to New Shares requested to pay as the respective value of the above Call or its equivalent in the full of the above mentioned places. The Provisional Certificates are being issued in full for the 1st Call Receipts which are to be tendered to the Bank.

Rate of Exchange for Hongkong is fixed
at \$55.33 per Share.
Interest at the rate of 7 % per annum will be
paid on Calls unpaid on the 30th June.
Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 13th June, 1883. [1145]

TO BE LET.
HOUSE No. 8, UPPER MOSQUE
QUARTER, with Possession from 1st July.
Apply to

Hong, 13th June, 1883. [1139]

 TO BE LET.
 OWNS at FLETCHER'S BUILDINGS
 ply to
 LINSTEAD & DAVIS.
 Hong, 13th June, 1883. [1140]

 SALE, FREIGHT, OR CHARTER
 THESE BARQUE
 "CARL"

Built in 1871.
to Captain HANSEN on board or to
WIELER & Co.,
Agents.
Kong, 13th June, 1883. [1146

SULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

SENGERS and SHIPPERS are re-
quested to note that the steamer "RO-
" leaving Hongkong on Thursday,
instant, at FOUR P.M., will proceed to

at MARSEILLES en route.
Length of the voyage to London will be
by a few hours only, as the steamer
call at either Malta, Gibraltar,
and an ACCELERATED RATE OF
WILL BE MAINTAINED FROM EGYPT
LAND.

E. L. WOODIN,
Acting Superintendent,
U. S. N. Co.'s OFFICE. [1137]

EMPLOYMENT WANTED.

experience in China. M. M.,
Office of this Paper.
Kong, 6th June, 1883. [1111]

REQUIRED.

INGLE MAN without encumbrances
as **STEWARDS** for the ROYAL NAVAL
sloop. Salary \$1 per diem.
Applications with testimonials to be sent to
Secretary, H. M. Naval Yard.
June 3th June 1883. 11100

ANTED.—EMPLOYMENT as SHIP-
PING CLERK or in any similar
by an energetic YOUNG MAN. Good
mials. Address T. H.,
Care of "Daily Press" Office.
Kong 15th May, 1893. 1855

Office of the Undersigned.
 Particulars apply to the Captain or to
BUN HIN CHAN & Co.,
 Agents.
 11th June, 1883. [131]

"BUREAU VERITAS"

Under having been appointed
 Agents for the "BUREAU
 VERITAS" are desired to attend to the
 Commission as well as to periodical and half-
 yearly of Steamers and Sailing Vessels.

28th May, 1883. [107]

FOR SALE

LADIES' SWIMMING COSTUMES.
LADIES' SWIMMING SUITS.
GENTLEMEN'S SWIMMING DRESSES.
GENTLEMEN'S SWIMMING DRAWERS.
BATHING SHOES.
WATERPROOF BATHING CAPS.
LIFE SAVING BELTS AND DRESSERS.
BATHING TOWELS AND BLANKETS.
BATH SPONGES.
WIRE SPRING MATTRESSES.
SUN UMBRELLAS.
CHOLERA BELTS.
WHITE CRAPPE TENNIS SHIRTS.
LANE, CRAWFORD & Co.
 Hongkong, 30th May, 1933.

NOTICE

A. S. WATSON AND CO.
FAMILY AND DISPENSING CHEMISTS.
 By Appointment to His Excellency the Governor and his Royal Highness the DUKE OF EDINBURGH.
WHOLESALE RETAIL DRUGGISTS.
PATENT MEDICINE VENDORS.
DRUGGISTS, DISPENSERS, AND APOTHECARIES.
PREPARED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED.
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON AND CO., or HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.
 Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name. All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the "Daily Press" should be sent before 11 a.m. on the day of publication. After that time the supply is limited.

The Daily Press.

HONGKONG, JUNE 13TH, 1933.

This is an age of progress, and the remotest corners of the Far East feel distinctly, albeit the dividing distance is so great, the throbs of the great pulse of Western activity. To almost every shore the electric wire has found its magic way; the then extravagant want put into the mouth of fancy Puck—"A girdle girds the earth about the Earth in four minutes."—is no longer to be ranked among the impossibilities, and within a few years it will doubtless be a fact. The iron horse, which at the commencement of the century was not even a dim dream of the future, is now not only omnipresent in the West, but traverses the burning plains of India, runs through the dense forests of Burma, across the fair isles of the British of the East, and will ere long wake the slumberous echoes of ancient Oceania. To the coast of all the kingdoms of the East—the seat of a civilisation that was cradled thousands of years ago and then stood still while the march of intellect in the more vigorous West proceeded with an energy the languorous Oriental neither understands nor appreciates—came the argosies of European commerce, but for years they scarcely ruffled the placid repose of the apathetic Asiatic, and certainly heralded not to him the dawn of a wonderful change. When, however, the mighty agency of steam was invoked, and the great ocean highway was ploughed by giant vessels that depended neither on wind nor tide, but came and went with the regularity and the swiftness of a mail coach, then began a revolution even in the listless life of the Orient—a revolution as yet only in its infancy.

Among the nations of the Far East the land of the White Elephant was not the last to feel the impulse of Caucasian progress. To some extent Siam responded to the influence. Her old sailing craft gave place to ships on the European model, steamers were subsequently introduced, machinery was employed in the rice mills, some of the luxuries of the West were introduced into the houses of the nobility, and the army was partly remodelled and re-armed. But here Siamese progress ended; like indolent and indifferent, the ruling class care nothing for the material prosperity of the country so long as the taxes can be collected and the means procured for the enjoyment of sybaritic pleasures by the nobility. Thus it was that even a project for connecting Siam with the outside world by telegraph languished, and was deferred for years; thus it is that the railway finds no place in the plains of Siam. Siam, however, of the more than apathy of the Siamese Government, the telegraph will very shortly be accomplished fact in Siam and Bangkok be placed in communication with the great capitals and marts of the world. And so, in time, it may be years, the railway will also traverse the country of the White Elephant, to the great increase of its trade and the promotion of its already enormous rice-cultivating industry.

We have been led to make these reflections by a personal of some remarks dropped by Mr. CANE BROWN, in the course of a lecture delivered by him on Siam, on the practicality of a railway to connect Bangkok with Bangkok. The town of Bangkok is situated on the left bank of the Menam in Northern Siam, and contains some 3,000 inhabitants. It is the centre of a considerable trade, chiefly in rice, and Mr. Bock mentions, as a proof of the importance of the timber industry, that over six hundred elephants are employed in carrying the wood to the river. Siam-wood, gum, hides, and wax are also exported. The import trade is on a fair scale, and European cotton goods, ironware, and other articles find a steady sale. The district is very rich naturally, and

its products are extremely varied. The greater part of the land is, however, uncultivated, and its resources are capable of indefinite expansion. A railway is needed to develop its trade, for the river is the only natural highway, and that is not sufficient, Mr. Bock tells us, for the growing traffic; being only navigable as far as Paknam, while the numerous sandbanks render navigation somewhat dangerous and uncertain. The journey from Bangkok to Rangoon takes twelve days by boat; the distance by rail would be 300 miles, which could be accomplished in fifteen hours. The great naturalist asserts that there are no great technical difficulties to be overcome in the construction of a railway to Rangoon. The country is one vast plain, and presents few obstacles that even the American pioneers did to the engineer. The line would also run through a country more thickly populated than that at present traversed by the railway in British Borneo, which has already proved a profitable enterprise.

There is much good sense in the suggestions of Mr. Bock, and we hope some day to see the railway he proposes made. But why the adventurous traveller should imagine that the Siamese Government should be willing to empower a French company to construct the line, it is difficult to imagine. He says that the telegraph will be under French control, and that the Siamese look with exceptional favour on French enterprise, but this we take leave to doubt; the Siamese Government are, like that of Peking, very averse to allowing foreigners any interest in public works in their territory. There are some good reasons, too, why the Siamese Government should work to prevent the French obtaining any footing in their country. As neighbours they should do their utmost to cultivate friendly relations with the French, but, because they are such close neighbours, they should afford them no pretext for interference in Siam. Let the railway be made, by all means, the sooner the better for the material prosperity of the country; but if it be made by foreign capital, let the Siamese invite British, German, and American capitalists to undertake the work. The soundest policy of the Siamese Government will be to encourage the growth of Western intercourse, and by giving friendly states a stake in the country they would secure a guarantee for their own independence. The French will find in Cochinchina enough scope for their energies and enterprise for many years to come, and it is to be hoped they may never be tempted by earth lures to cast longing eyes upon Siam. To be forewarned is to be forearmed, and Siam need not court a danger she should flee. The Siamese have not so far shown very great capacity for improvement, or any ardent desire to reform their administration; but this can come, perhaps, as Western influences grow stronger, and it is not in the interests of other foreign states to see Siam merged in the Indo-Chinese colonies of France. We cordially and sincerely wish our French friends every success in their great mission of civilising and opening up the Kingdom of Cochinchina, the most benighted and degraded of Asiatic countries, but there should be some limit to Gallic dreams of conquest, and it may be well that, at this stage of French colonial history, the fact should be emphasised.

The Messageries Maritimes steamer *Perle*, with the next outward French mail, left Saigon at 5 p.m. on Monday, the 11th instant, for this port.

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the *Glen Leno* steamer *Glenary*, on Monday, left Singapore for this port on the 11th inst.

The Tactel of Shanghai is erecting a large house on the site of the Old Railway Station, and the new house will be a fine specimen of European architecture, and will be a fine specimen of European architecture, and will be a fine specimen of European architecture.

The Hongkong, Canton, and Mosco Steamboat Company announce an excursion to Macao and back on Sunday next. The *Honan* is the boat selected for the trip, and the occasion will be a day of pleasure and of business, and will be a day of pleasure and of business.

We note by the Shanghai papers that His Excellency the Governor of the French Republic, on the 8th inst. when both Mr. Tricou and Mr. Bourgeois were present. The *Mercury* bears that the interview was rather stormy.

As will be seen, by reference to our advertisement-column, a "franchise" performance is advertised at the Theatre Royal, City Hall, for the 15th inst. The programme is a fine one, and will be a fine specimen of European architecture, and will be a fine specimen of European architecture.

On Monday a man gave himself up to the Police as a deserter from the Navy, alleging that he deserted from the *Invincible* at Melbourne in November, 1931. The *Invincible* was flagship of the *Invincible*, which was sent to Japan at the time stated, so that the man appears at all events to have made a mistake as to the date.

Yesterday a rumour was current round the colony, to the effect that a gnat had been completely destroyed by striking it on a torpedo near Heiphoon. In some quarters the report was taken very seriously, and the gnat was hunted for, but it was not found, and the rumour was proved to be a hoax.

The *Shanghai Mercury* says:—"By some recent occurrences on the Pratas the suspicion appears to have received confirmation that a gang of professional crooks are hanging round that locality under the guise of fishermen waiting for opportunities, which unfortunately are only afforded too frequently, to exercise their really horrid calling. It would appear to be about high time now only to light that dangerous place properly, but also to connect a lifeboat station with the lighthouse, provided with a steam launch and a few policemen. Most vessels lost there have been wrecked on their way to or from Hongkong, therefore, we hope the Colonials will see their way clear to arrange steps, perhaps in conjunction with China, for the greater security of life and property in the vicinity of the Pratas, by providing an armed lifeboat station."

The Garnier Committee at Saigon has received from Mr. T. N. Noy, a Paris resident, a design of the proposed railway to France, and has accepted the same. The subject is represented on the field, bar-headed, the left hand on his side, and the right pointing to a map of Siam. He is surrounded by the ruins of a temple, and by books and astronomical instruments. It is as a soldier, but also and more especially as a savant that the artist represents him. As to the bar-headed, which are depicted on the left hand, which are depicted on the left hand, which are depicted on the left hand.

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Telegrams for Bangkok can be forwarded by mail at a rate of 3 p.m. to day, the 13th inst.

A rather interesting case of alleged robbery was reported at the Police Court yesterday. A hawker, residing in the name of P. Anum, appeared to prosecute one of his human street hawkers, who had been charged with the theft of a silver dollar. According to the statement of the hawker, he was standing by his fruit stall in Queen's Road East, when a juvenile containing a seaman, in the frequent habit of robbing hawkers, took the silver dollar from the hawker's pocket, and fled. The hawker followed the thief, and caught him at the end of the street, and brought him back to the Police Court. The seaman was charged with the theft of the silver dollar, and was found guilty. He was sentenced to a term of imprisonment for three months, and to a fine of \$100.

On the motion of Mr. THURGOOD, seconded by Mr. BOWEN, the following resolution was adopted:—

That the new shares be issued at 25 p.c. premium, and that the new shares be issued at 25 p.c. premium, and that the new shares be issued at 25 p.c. premium.

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of \$1,000,000, on which \$500,000 was paid up, and the balance of \$500,000 was to be paid up in 10 years, at the rate of \$50,000 per year. The balance of \$500,000 was to be paid up in 10 years, at the rate of \$50,000 per year. The balance of \$500,000 was to be paid up in 10 years, at the rate of \$50,000 per year.

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That the new shares be issued at 25 p.c. premium, and that the new shares be issued at 25 p.c. premium, and that the new shares be issued at 25 p.c. premium.

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